## Option Package 7 - LRT Loop Express Lanes

Evaluation Measure 1.3.B: Downtown Person Trip Summary

## Downtown Portland

|  | Daily |  |  |  | PM Peak Period |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Trips From | Trips To | Trips Within | Total Trips | Trips From | Trips To | Trips Within | Total Trips |
| SOV | $\begin{aligned} & 103,029 \\ & (31.1 \%) \end{aligned}$ | $\begin{aligned} & 103,029 \\ & (31.1 \%) \end{aligned}$ | $\begin{gathered} 13,087 \\ (10.0 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & 219,145 \\ & (27.6 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} 40,919 \\ (27.5 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 24,801 \\ (31.2 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 4,057 \\ & (9.6 \%) \end{aligned}$ | $\begin{gathered} \hline 69,778 \\ (25.8 \%) \\ \hline \end{gathered}$ |
| HOV | $\begin{array}{r} 63,503 \\ (19.2 \%) \\ \hline \end{array}$ | $\begin{array}{r} 63,503 \\ (19.2 \%) \\ \hline \end{array}$ | $\begin{gathered} 5,636 \\ (4.3 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & 132,641 \\ & (16.7 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} \hline 27,790 \\ (18.7 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 17,896 \\ (22.5 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 1,523 \\ (3.6 \%) \end{gathered}$ | $\begin{gathered} 47,210 \\ (17.5 \%) \\ \hline \end{gathered}$ |
| Transit ${ }^{1}$ | $\begin{gathered} \hline 97,446 \\ (29.4 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 97,445 \\ (29.4 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 5,811 \\ (4.4 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & 200,701 \\ & (25.3 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} \hline 58,163 \\ (39.1 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 14,841 \\ (18.7 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 2,010 \\ \hline(4.8 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 75,014 \\ (27.7 \%) \\ \hline \end{gathered}$ |
| Bicycle/Pedestrian² | $\begin{gathered} \hline 67,365 \\ (20.3 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 67,365 \\ (20.3 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & 106,332 \\ & (81.3 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & 241,062 \\ & (30.4 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} \hline 21,894 \\ (14.7 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 21,894 \\ (27.6 \%) \end{gathered}$ | $\begin{aligned} & \hline 34,558 \\ & (82.0 \%) \end{aligned}$ | $\begin{gathered} \hline 78,345 \\ (29.0 \%) \\ \hline \end{gathered}$ |
| Total | $\begin{gathered} \hline 331,342 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 331,342 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 130,865 \\ & (100.0 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} 793,549 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 148,767 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 79,432 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 42,148 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 270,347 \\ (100.0 \%) \\ \hline \end{gathered}$ |

${ }^{1}$ PM 4-hour peak period transit trips calculated as 1.8 * PM 2-hour peak period transit trips.
${ }^{2}$ PM 4-hour peak period bike/ped trips calculated as 0.325 * daily bike/ped trips.

## Downtown Vancouver

|  | Daily |  |  |  | PM Peak Period |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Trips <br> From | Trips To | Trips Within | Total Trips | Trips <br> From | Trips To | Trips Within | Total Trips |
| SOV | $\begin{gathered} \hline 32,276 \\ (57.7 \%) \end{gathered}$ | $\begin{gathered} \hline 32,276 \\ (57.7 \%) \end{gathered}$ | $\begin{gathered} 5,921 \\ (50.7 \%) \end{gathered}$ | $\begin{gathered} 70,473 \\ (57.0 \%) \end{gathered}$ | $\begin{gathered} 13,420 \\ (57.3 \%) \end{gathered}$ | $\begin{gathered} 7,851 \\ (53.4 \%) \end{gathered}$ | $\begin{gathered} 1,865 \\ (50.5 \%) \end{gathered}$ | $\begin{gathered} 23,137 \\ (55.4 \%) \end{gathered}$ |
| HOV | $\begin{gathered} 16,524 \\ (29.5 \%) \end{gathered}$ | $\begin{gathered} \hline 16,524 \\ (29.5 \%) \end{gathered}$ | $\begin{gathered} 2,416 \\ (20.7 \%) \end{gathered}$ | $\begin{gathered} \hline 35,465 \\ (28.7 \%) \end{gathered}$ | $\begin{gathered} \hline 6,758 \\ (28.9 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 4,931 \\ (33.6 \%) \end{gathered}$ | $\begin{gathered} 730 \\ (19.8 \%) \end{gathered}$ | $\begin{gathered} \hline 12,419 \\ (29.7 \%) \\ \hline \end{gathered}$ |
| Transit ${ }^{1}$ | $\begin{gathered} 4,024 \\ (7.2 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 4,024 \\ (7.2 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 177 \\ (1.5 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 8,226 \\ (6.7 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 2,231 \\ (9.5 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 896 \\ (6.1 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 70 \\ (1.9 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 3,196 \\ (7.6 \%) \\ \hline \end{gathered}$ |
| Bicycle/Pedestrian² | $\begin{aligned} & \hline 3,112 \\ & (5.6 \%) \end{aligned}$ | $\begin{gathered} \hline 3,112 \\ (5.6 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 3,156 \\ (27.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 9,379 \\ (7.6 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 1,011 \\ & (4.3 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 1,011 \\ & (6.9 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} \hline 1,026 \\ (27.8 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 3,048 \\ (7.3 \%) \\ \hline \end{gathered}$ |
| Total | $\begin{gathered} \hline 55,937 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} 55,937 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 11,669 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 123,543 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 23,420 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 14,689 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 3,691 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 41,800 \\ (100.0 \%) \\ \hline \end{gathered}$ |

${ }^{1}$ PM 4-hour peak period transit trips calculated as 1.8 * PM 2-hour peak period transit trips.
${ }^{2}$ PM 4-hour peak period bike/ped trips calculated as 0.325 * daily bike/ped trips.

